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Hongkong Daily Press.

ESTABLISHED 1857

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Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
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\$3.30 per Bag of 250 lbs.
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Hongkong, 1st June, 1901.

NOTICE
I HAVE THIS DAY RESUMED MY
DENTAL PRACTICE.
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BRACONFIELD ABOARDE.
Hongkong, 1st August, 1901.

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ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.
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CROWN BRAND
AERATED WATERS.
DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.
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SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
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Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

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Less old than the above.
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11 Years old; the finest quality shipped.
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EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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BRACONFIELD ABOARDE.
Hongkong, 1st August, 1901.

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
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different countries, beg to state that two of
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round for orders to the different Foreign
Firms, have now left their service, and that all
orders accepted by them have all been
executed and delivered.
In future, however, other folks will be sent
round for orders.
All orders will be thankfully accepted and
promptly executed by
WING YUEN,
Cane Dealer,
Honam, Canton.
Hongkong, 22nd August, 1901.

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PLANS and Specifications Supplied for any
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B. J. BARLOW.
Hongkong, 12th June, 1901.

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Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
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Bedroom Accommodation—132 rooms.
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CHARGES MODERATE.

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City Office: 7, Duddell Street. 1905

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PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
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THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-
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The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate. **A. FONSECA,**
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, Proprietor.
J. H. DOWNS, Manager.
Hongkong, 6th September, 1900.

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MACAO.
THE SANITARIUM OF SOUTH CHINA.
Macao is 40 miles west of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGKONG," Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m., or
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Connection made at Macao with Company's
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Cable Address—"Boa Vista."
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Proprietors.

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HING KEE HOTEL.
(ESTABLISHED 1878)
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THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
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AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL
CHADWICK KEW
(LATE OF FOOTE & NOBLE)
Hongkong, 15th September, 1899.

NOTICE
I HAVE THIS DAY RESUMED MY
DENTAL PRACTICE.
WM. MACLEOD, D.D.S.,
BRACONFIELD ABOARDE.
Hongkong, 1st August, 1901.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
ST. ESTEPIE	\$6.96	\$7.50
ST. JULIEN	9.00	9.60
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CHATEAU HAUT BRION	18.50	19.20
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These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

DEATHS.
On the 26th August at the Government Civil Hospital, LOUIS JANE EBER, beloved wife of ALBERT COLLETT, Inspector of Police. (Withdrawing papers please copy.)
On the 27th August, at the Government Civil Hospital, FERNAND ADAM ERANER, of Eraner, Bangalore, Kowloon.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 28th August, 1901

An able article contributed by a correspondent to the *Times* of the 22nd ult. discusses the subject of the forthcoming French railway into Yunnan, and we trust that it will receive the attention which it deserves at home. The writer notes with surprise the slight comment occasioned in England by the swift passage of the Yunnan Railway Bill through the French Chamber and Senate. The resources and communications of Yunnan, as he says, were a few years ago eagerly debated. British enterprise was well to the front there when the Blackburn Chamber of Commerce despatched a commercial mission under Mr. Consul Bousset, about the time when a still more important expedition in quest of trade was sent from Lyons under M. BRENIER. The British Government secured the opening of Wuchow and Nanning as treaty-ports on the West River, and British Consuls were for the first time appointed to towns in that province. The extension of the Burma railway system to the frontier at Kunlon Ferry on the Salween was undertaken, and British engineers were sent to survey the region between Burma and the Yangtze. Finally the English and French, in settling their differences about Siam, introduced clauses into the agreement by which they bound themselves not to seek exclusive advantages in Yunnan. Up to this time, therefore, Great Britain certainly stood no inferior comparatively to any Power. Recent events, however, have distracted all attention at home from Yunnan, while in France on the other hand M. Doumer has skillfully worked up an enthusiasm for his favourite scheme which in his own Indo-China he has failed to arouse. We have spoken before now of a certain dream of French politicians of the most advancedly expansionist type to erect a Franco-Russian

barrier stretching from Siberia, via Tibet, to Indo-China, whereby Great Britain might be forever cut off from the Yangtze Valley on the land side. The *Times* correspondent, writing on this subject says: "That the Yunnan railway scheme should be hotly pressed immediately upon the return of M. DECARASSE from St. Petersburg may be merely fortuitous, though it has not been so regarded abroad. Thus a South-German paper quoted in the *Times* has suggested that 'when France has secured a firm footing in Yunnan and Russia in Tibet, the Franco-Russian chain will extend from the Baltic Sea to the Gulf of Tonkin, and it will be possible for the two allies to prevent trade between China and the British possessions.' In Asia. It will also enable them to combine in any eventual operations either to the north against China or to the south against India." Now whoever refers to "large maps, and especially to geological maps, of the region between Russian Central Asia and Tonkin, will perceive that the junction of Russia and France across a table-land, varying in altitude from 6,000ft. to 16,000ft. and stretching for nearly 1,000 miles, is hardly within the range of practical politics, even if we assume that the English in India would remain inactive while this great movement proceeded." M. Doumer himself, of course, has declared that he only aims at the "pacification" of Yunnan. But, as the *Times* correspondent points out, a railway may incidentally produce political consequences. The mere construction and working of the line may entail disturbances: friction with China in Yunnan or elsewhere may lead to military operations, which the railway would facilitate; military operations may, if successful, end in a permanent occupation of the province. These possible results, it will readily be understood, are of moment, not only to China, but to England and her Indian Empire.

We publish in another column some interesting extracts from notes by Captain FERNAND BERNARD on the prospects of the Yunnan railway. The Captain, it will be seen, is no optimist about profits from the railway in the near future, but he holds, like many of his countrymen, who, though not sharing the enthusiasm of M. Doumer, have given their adhesion to the scheme, that the security of French Indo-China demands that France should not let another European Power settle boldly on the high table-lands close to Tonkin. It is hardly necessary to point out that no European Power intends so to settle. The only aspirations to suzerainty over Yunnan have been expressed by French writers. A section of the French colonial party is more outspoken than M. Doumer. It is therefore necessary to insist, as the writer in the *Times* says, upon the fact that Yunnan is the common hinterland of Burma and French Indo-China, and that its appropriation by France cannot be tolerated. By the declaration of the 15th January, 1896, the English and French Governments agreed that all privileges and advantages conceded in Yunnan to either Power in the past or in the future should be extended and rendered common to both Powers, and they engaged to use their influence and good offices with the Chinese Government for this purpose. Treaty obligations, then, preclude France from exclusive action in Yunnan. But the *Times* correspondent sees no urgency in the British line across the Burma-Yunnan frontier, the great field for our commercial work being the Yangtze Valley. He admits, however, that while the energies of England are directed to this region her attention should not be diverted from Yunnan. He proceeds to quote in this connection certain words from the pen of M. LEROY BEAULIEU: "It is curious to observe how, in France, 'so soon as we have acquired a new colony, we no longer think of its resources, but rather dwell on the wealth of the surrounding country to which it affords access. Then, on becoming possessed of this, we forget the good features formerly emphasised, and desire that which is still further away, thus for ever leaving the substance for the shadow.' As may be seen, Captain FERNAND BERNARD makes substantially the same observation. This perpetual craving for advance, on the part of the extremists of the French colonial party is a dangerous factor in the situation in South China. Great Britain, as the writer whom we began by quoting says, can have no objection to French projects for the industrial and commercial development of Yunnan, but the railway, avowedly constructed for this purpose, must not be made an instrument for the stealthy absorption of the hinterland of British Burma. It would obviate the risk of this if we could hope for any progress in the near future with the Burma-Yunnan scheme. But as this is considered highly improbable by those best acquainted with the state of affairs, all that remains for us is to grow reconciled to the fact, while watching that the home authorities do not throw away by apathy the privileges conferred on Britain as well as on France by the agreement of the 15th January, 1896.

Lieut. Colonel Hughes, R.A.M.C., leaves for Japan to-day on a two months' holiday.

Yesterday morning the British transports *Rajah* and *Samudra* left for Taku, and the *Narva* for Calcutta. The German gunboat *Milla* left for Swatow and Amoy.

The pom-pom battery of artillery, which arrived in the Colony some little time ago from the North, leaves for England to-day via Montreal. The battery left England some eighteen months ago for China.

Apart from the three plague cases (one in Victoria, 2 outside), with 2 deaths, the cases of communicable disease reported as occurring in the Colony last week were two of enteric fever (one European and one Portuguese, both in Victoria), both having a fatal termination.

The Italian Consul-General, Chevalier Z. Volpicelli, goes on leave by the *ss. Persia* on Saturday next. He intends to start on his holiday via America, and will be away about six months altogether. During his absence, Italian interests in Hongkong will be looked after by the Austro-Hungarian Consul.

Siam, in spite of the supposed enlightenment of its king, and his predisposition to European methods of administration, is still a hot-bed of robbers, the so-called *sakewong*, who in twos and threes, or even larger bands, scour the country, robbing and burning. Armed robberies, even in Bangkok, are of frequent occurrence, according to the local papers.

King Edward is said to have inspected with interest the upper part of the flagstaff from the British Legation at Peking, to which he attached the flag that Sir Claude MacDonald and his helpers kept flying for so many anxious weeks against almost incessant attack. The flag is badly riddled and shredded by bullets, and the number of holes in it give some idea of the fusillade to which the defenders were subjected.

A well-known and familiar member of the Parsee community, in the person of Mr. Behram Adar Eraner, died yesterday morning at the Government Civil Hospital, of dropsy. The deceased arrived here about forty years ago at a comparatively young age, and spent the best part of his life in Hongkong. He was a *rentier*, and was one of the first to settle in the Kowloon peninsula. Mr. Eraner was a native of Persia.

On Monday night the Band of the 3rd Madras Light Infantry gave another open-air performance at Kowloon, and was listened to with evident appreciation by a gathering of good proportions. The entertainment has proved such a success that we hope that the authorities will see their way, when the Madras regiment leaves, to continue the experiment with another regimental band. We have too little of this kind of thing in the Colony.

In our report of the case at the Magistracy concerning "unnecessary noises," published in yesterday's issue, we were wrong in stating that "His Worship held that there was not sufficient evidence to prove that either complainant's residence or defendant's works were within the limits of the town." It should have been stated that His Worship held that they were within the limits, according to Maxwell's *Interpretations of Statute*, from which His Worship quoted.

We regret to announce the death of Mr. J. C. Goodchild, licensee and manager of Thomas Grill Room, at 12.30 p.m. yesterday. Deceased had long suffered with cancer in the stomach, and some months ago went to Shanghai to undergo an operation. His death, though regretted, was no surprise to his friends. The late Mr. Goodchild was a well-known personality, first as chief steward of one of the *Express* boats, and later on as manager of the Hongkong Hotel. Under his management the Grill Rooms became the popular resort they are. He leaves a widow.

Messrs. McAniff and Slavin now definitely announce their opening entertainment at the City Hall on the 7th prox. The show will be of a general nature, and will include a ten round bout between the principals themselves, two five-round contests between McAniff and another and Slavin and another, exhibitions of American axe-swinging and torch-swinging, etc. Altogether the bill appears to be very attractive, and with such excellent exponents of boxing as Messrs. McAniff and Slavin in the main event, success is bound to attend the venture. At any rate the audience will be able to feel certain that no such fiasco will be seen on the 7th prox. as has occurred at some previous boxing affairs here.

The letter which appeared in Monday's issue, under the head of "Correspondence" and signed "Engineer," was inserted by us in mistake, the letter being a personal one to a member of our staff, and was not written for publication. The letter was intended to induce our representative to enquire into the facts of the case, and it was not meant to supply them. We have made enquiries, and have had it fully demonstrated to us that Mr. Leigh—whose professional standing in the Colony is too well known to be questioned—was correct in his remarks in the Police Court, and consequently the Magistrate's decision was a right one. "Engineer" was under a misapprehension owing to the facts not being fully stated in the report of the Police Court proceedings. While on the subject of Buildings, we might mention that the Government are giving serious consideration to the subject which is beset with many difficulties, and not so easy of solution as the man on the street imagines.

The Paknam Railway Co., Ltd. of Bangkok, has paid its shareholders a dividend of five per cent. for the half-year ending 30th June, 1901.

Nineteen engineers arrived in Manila recently, sent out by the U.S. War Department to fill the offices of supervisors in the different provinces.

Judging from a report on the coal resources of the Philippines, by C. H. Burritt, Chief of the Mining Bureau at Manila, coal will prove one of the chief sources of wealth in the islands.

United States Senator W. A. Clark, according to the *Nova Vremya*, has joined with Kiof capitalists in establishing a copper company having a capital of 15,000,000 roubles. Clark supplying 12,000,000 roubles. With M. Margolin, one of the directors, Clark is going to the Government of Semipalatinsk to examine the mines there.

Admiral Richelieu, head of the Siamese Navy, tendered his resignation on the 9th inst., and will retire on pension. Admiral Richelieu had a most prosperous career. Years ago he came to Siam as the second mate of a sailing barque. He left his ship in Bangkok and joined the Siamese Navy, rising rapidly (not a difficult matter in these days) until he occupied the chief post in the Navy. He is a great favourite of the present king, as he was proved, when in spite of the fact of having been accused by his enemies of having left his flag-ship at a most critical moment, when the French sailed up the river in 1863, he still retained his post.

A telegram to the *Daily Mail* from St. Vincent says:—Some two months ago the War Office ordered Major-General Ford Hilton, commanding the forces in Barbados, and Colonel Beeth, R.E., to visit and report on St. Vincent with a view to Boer prisoners being sent there. The reports were duly forwarded, and the climate and general conditions favourably referred to. The home authorities, however, seem to have lighted on the brilliant discovery that canals are usually located in swamps and declined to consider St. Vincent as a suitable place on those grounds. And to further illustrate the accuracy of the War Office's knowledge of the West Indies, the officers were instructed to report on Antigua, another purely sugar-growing island. The people of St. Vincent are no longer wishful of Boers being sent to their colony. They are asking that the War Office expert who discovered that their island was swampy be sent out to show the swamps. Mr. Chamberlain has now stated that there is no foundation for the rumour that a settlement of Boer prisoners in St. Vincent is under consideration.

A correspondent writes from Kroonstad under date 21st July:—I have gathered from a trustworthy source the following details of ex-President Steyn's escape from Reits when that place was surprised by General Broadwood's column. On the night preceding the surprise, General Broadwood made a forced march with the object of surrounding the village, which is situated among kopjes and hills, before dawn. Through a mistake on the part of a guide, however, the column only arrived within three miles of Reits at daybreak. The 7th Dragoon Guards, who formed the British advance guard, on nearing the village, immediately galloped into the place, and seeing some tents, rode up to them. Here and in the neighbouring houses the Dragoons captured 29 officials of the Orange Free State Government. One of the prisoners was having a bath in a house at the time of his capture. Another man, in his shirt sleeves and without boots, was seen to bolt out of a dwelling-house into an outhouse, from which he almost immediately emerged, and jumping on a bare-backed pony, galloped off. This was Mr. Steyn. A sergeant of Dragoons on the fugitive at a range of 50 yards, but the oil in the breach mechanism of his carbine was frozen, and the weapon missed fire three times. Thus the ex-President escaped.

SUPREME COURT.

Tuesday, 27th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(ACTING CHIEF JUSTICE).

LEK LAI CHO, KINGHORN and MACDONALD.
His Lordship gave his decision on the point of law for the consideration of which the Court was adjourned on the previous day. This was the admissibility or otherwise of parallel evidence—that is, oral evidence to interpret a written document.
His Lordship said the point he had to decide arose out of the second paragraph of the defendants' answer, in which was mentioned, in the following terms, a note, handed by the defendant to the plaintiff:—"We are now in a position to accept your offer definitely for the purchase of Kowloon Marine Lot No. 39, for the sum of \$325,000 net, and will not enter into further negotiations with any one." After reading the whole of the paragraph and quoting the words "now in a position," which to his mind implied the surmounting of difficulties that have previously existed. He therefore refused to admit the evidence.
Mr. Francis—In consequence of your Lordship's decision, which practically amounts to judgment for the plaintiff, I should like to ask that, in view of a possible appeal, your Lordship will permit all the written correspondence to be put in, to form a basis for argument on the appeal. If we go to the Court of Appeal, it is best to know exactly what evidence we propose to put in.
Mr. Pollock had no objection to all the documents going in.
His Lordship—Under these circumstances judgment will be for the plaintiff, with costs, reference as to damages to be made to the Registrar.
On the application of Mr. Francis, the question of damages was allowed to stand over till the end of the October Sessions.
The Court then adjourned sine die.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

London, 26th August, 4.5 p.m.

STEYN, DE WET, AND BOTHA
—DEFIANT.

Lord Kitchener has received a long and argumentative statement from Mr. Steyn respecting his proclamation. Mr. Steyn says that he will continue the fight. Commandants De Wet and Botha have written to a similar effect.

BOER SURRENDERS INCREASE.

Lord Kitchener states that the Boer surrenders have lately increased considerably. Commandant Delarey has issued a counter-blast.

DISASTER NEAR LADYBRAND.

A party of sixty-eight British has been captured near Ladybrand. The prisoners were released by the Boers. Our casualties were one killed and four wounded.

REUTER'S SERVICE.

LONDON, 24th August.

FRANCE AND TURKEY.

The Sultan, yielding to the demands of M. Comlans, has issued an irade confirming the concessional rights of the quays company. The settlement of the other claims is considered imminent.

LONDON, 25th August.

THE BOERS AND LORD KITCHENER'S PROCLAMATION.

Commandant Delarey has issued a proclamation warning all Boers against Lord Kitchener's last proclamation, and stating that he will continue the struggle. The Boers are pressing south to Cape Colony from the midland districts.

Schepers' commando is threatening Dordrecht, Cape Colony.
The Boers are active in the Dordrecht district.

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Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.
C. P. CHATFIELD, Hon. Treas.
T. JACKSON, Secy.

THE CASE OF INSPECTOR MILLS.

MARSH TREATMENT OF A SANITARY OFFICER.

In April last, it will be remembered, Inspector Mills, of the Sanitary Department, was arrested on a charge of manslaughter, on the evidence of three Chinese, who alleged that he had caused the death of a Chinaman by pushing him from the roof of a house, which he, Mills, was inspecting. Mills denied the charge, and stated that the deceased was asleep, and on being suddenly aroused by a rush of coolies from the rooms below, who were trying to escape the inspector, he rolled from the roof and was killed.

Previous to his employment as inspector, Mills had resigned from the Guel, where he served as a gaoler. He was originally a soldier, and claims to have good papers. While he was employed under the Sanitary Board here he bore a good character.

On being charged at the Police Court with manslaughter, Mills pleaded not guilty, and was subsequently released on bail. Being in receipt of a salary equivalent to \$105 per month, and having a wife and children—one of who died during his trouble—Mills was unable to engage a lawyer, having no money, and the Government, who have served to provide him with counsel, although the accident had taken place whilst he was engaged in his duty.

Being in a state of mind which can easily be conceived with such a grave charge against him, Mills as a last resource, was compelled to borrow \$200 to secure a lawyer, and this sum was made up of small amounts, such as \$2 and \$5, contributed by Chinese.

Having engaged counsel he received the following:—

62, Queen's Road Central.
Hongkong, 14th May, 1901.

Dear Sir—I send you on the other side a copy of a letter I have received from the Sanitary Board.

It is for you now to decide whether or not you will raise counsel.

I should strongly advise you to do so.

I am, Dear Sir,
Yours faithfully,
J. F. REECE.

Mr. JOHN MILLS. (Copy.)

Sanitary Board Office,
Hongkong, 14th May, 1901.

Sir,—In reply to your letter of the 11th May, 1901, I am directed to inform you that an application, by Mr. John Mills for the payment of part or the whole of the expenses of his defence on the charge of manslaughter which has been brought against him will be considered by His Excellency the Governor if, and when, he is acquitted.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) G. A. WOODCOCK,
Acting Secretary.

J. F. REECE, Esq.

In due course Mills was committed for trial, but before the day appointed something apparently went wrong with the evidence for the prosecution, for the case was withdrawn by the prosecution.

Had the evidence for the prosecution been in any way reliable the case could not possibly have been withdrawn. On 18th May, Mills was called before the Chief Justice and dismissed.

The same day Mills resumed duty as Sanitary Inspector, and sent in the following letter:—

Hongkong, 20th May, 1901.

Sir—I have the honour to inform you that the Attorney General declined to proceed with the charge of manslaughter brought against me by Wong Nam, Wong Sz and Wong Jui, and requested the Chief Justice to discharge me by proclamation.

This was accordingly done to-day by His Lordship, and I now beg that you will request the Government to assist me in the payment of the expenses incurred by me to defend myself against this charge, which was incurred in the execution of my duty.

I attach Mr. Reese's receipt for \$200, which has already been paid by me with money which I have been compelled to borrow.

I have the honour to be, Sir,
Your obedient servant,
JNO. MILLS,
Inspector of Nuisances.

DR. FRANCIS CLARK,
Medical Officer of Health.

The cheque was duly sent to Mills and he cashed it, and paid back the money he had originally borrowed, excepting small amounts totalling \$20, due to four persons. Mills alleges that these four persons refused to receive their money back, because they told him they had instructions not to accept it. At the shop of one of these, 185, Queen's Road Central, the Chief Detective Informer, Chi Hing, was present and told Mills to pay the money instead to the Superintendent of Police, which Mills declined to do. Some time after this Mills received the following:—

Colonial Secretary's Office,
Hongkong, 18th June, 1901.

Sir—I am directed to inform you, which I do herewith, that charges against you of procuring a bribe for the purpose of defraying legal expenses connected with your defence upon a criminal charge of manslaughter.

I am also to call upon you to state in writing, within seven days of the date of this letter, any grounds upon which you rely as exonerating yourself from these charges or any of them, and also, in the event of your admitting any such charges, any grounds which you desire to urge against your being suspended from office, or otherwise punished as provided for by the Colonial Office Rules and Regulations.

I have the honour to be, Sir,
Your obedient servant,
T. BRANCOCK SMITH,
Acting Colonial Secretary.

Mr. J. MILLS,
Inspector of Nuisances.

(Enclosure.)

1. That on or about the 3rd day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ti, the payment of the sum of ten dollars by one Li Shan-fan, of the Lai Hing shop, No. 113, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

2. That on or about the 4th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ti, the payment of the sum of one dollar by one Man Tin-cho, of the Tsing Hing tea shop, No. 100, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

3. That on or about the 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ti, the payment of the

TO LET.

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Possession, August 1st.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to—
LAU CHU PAK,
Hongkong, 9th July, 1901. [1730]

TO LET.

"FASTLEY" UPPER RICHMOND ROAD, Nos. 3, 5 and 6, RICHMOND TERRACE.
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Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

NO. 84, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 230, Des Voeux Road.
Hongkong, 9th July, 1901. [1733]

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SHOPS, OFFICES, and ROOMS in BEACONSFIELD ARCADE ONE SMALL GODOWN in DUBBEL STREET.
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TURNER & CO.
Hongkong, 20th August, 1901. [2118]

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A HOUSE in RIFON TERRACE.
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Hongkong, 15th July, 1901. [66]

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Care of WING CHEONG TAI,
240, Des Voeux Road West.
Hongkong, 7th August, 1901. [1909]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
108, Praya Central.
Hongkong, 16th August, 1901. [2034]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUBBEL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 26th September, 1900. [869]

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Hongkong, 1st January, 1892.

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GEO. MOIR, Manager.
Hongkong, 1st August, 1901. [1940]

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BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described.

OPIMUM. The sole right to import, manufacture and sell raw Opium, Chaudu and Opium Dress in British North Borneo and Labuan.

SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These Tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.
Sandakan, 8th July, 1901. [2139]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.
Please address—
B. R.
Care of Office of this Paper.
Hongkong, 23rd February, 1901. [2165]

THE OBSTACLE.

[ALL RIGHTS RESERVED.]
BY
ARCHIBALD EYRE.

Success is a comparative term; no doubt there are many who would despise the measure which had fallen to the lot of Mary Tiller. She, however, was satisfied. It is not every woman who, treading the precarious path of a literary career, can attain to even a modest competency at the age of thirty-five.

Mary Tiller's income was drawn from two sources. She was the editress of a penny weekly paper for women, and for her services a grateful management allowed her a hundred and fifty pounds a year. Then, and this was the other source of her affluence, she was under contract to provide once every six weeks a complete story for publication in the weekly series known as the *Heath's Novelties*.

For each story, running to about twenty thousand words, she received fifteen pounds. There were little odds and ends of literary work she accomplished in the year, which brought up her gross annual income to the truly imposing figure of three hundred pounds.

She lived for many years in the same lodging-house in Bloomsbury, having gradually ascended from her original abode on the third floor. Now that she was stationary on the ground floor, with parlour windows that looked out upon the street, the easy familiarity of her landlady was subdued by traces of deference; Mary was entitled, as of right, to the best china and to the piano, not to speak of the wax flowers and ornamental jars that decorated the mantelpiece.

Mary had no ambition; she had no desire for fame of any kind. She wrote for a livelihood, as a carpenter might make a table. She never called her work art, and never dreamt of its disguise the fact that it was of no value whatever, save in so far as it was able to entice a copper coin from the pockets of a section of the general public. She was the reverse of sentimental. She was a brisk, business-like little woman, who regarded all things from the point of view of common sense, and possessed somewhere in her nature a whimsical sense of the absurdity of things.

One morning she sat at the window, looking out at the business men hurrying to the city. Mrs. Strong, the landlady, was clearing away the breakfast dishes. The front door slammed, and the next moment Mary Tiller saw a young man pass the window.

"A new lodger?" she asked.
"Yes, m. A young artist gentleman, name of Durrant, comes from the country."

A few days later, Mary Tiller met the new lodger in the hall, and wished him good-morning. He responded, rattling in an absurdly boyish fashion. After that they needed to meet, other than when they met, as they sometimes did, in Fleet Street, and elsewhere. Miss Tiller noticed that as time went on, there was a growing look of depression on his face.

"Not getting on," she said to herself, and felt sorry.

One evening, Mrs. Strong, while getting the tea things, gave signs of inward perturbation. Miss Tiller, who was at her desk, describing in the present tense the attractions of a golden-haired governess who was playing havoc in a domestic circle, looked up.

"Anything the matter?" she asked pleasantly.
Mrs. Strong sniffed. "I've had to give the third floor notice," she said.

"Mr. Durrant!" exclaimed Mary. "And why?"
"Not 'ad a penny of rent these three weeks."

"Dear, dear. I wonder if I could help him." Mrs. Strong was of opinion that there was no necessity for her ground floor lodger to bother about a mere third floor occupant; but Miss Tiller thought otherwise.

"There was a time when I should have been grateful for a helping hand," she observed more to herself than to her landlady. "And it was when I lived on your third floor, Mrs. Strong," she added.

"I don't never remember your being in arrears," said the landlady genially.

Miss Tiller did not answer. Her mind fitted back to a time in the past when she had slipped out of the house with her watch and chain, and returned with its equivalent in cash in order to satisfy her weekly bill.

"I should just like to talk to him for a few minutes," she said. "It can't do any harm, and—and—he is very young."

When she had finished her tea, she went slowly up the stairs, every step of which was familiar to her, and tapped at the third floor door.

"Come in," shouted someone. She entered composedly.

"Good evening, Mr. Durrant," she said. The young man was sitting at the table in his shirt sleeves, a pipe in his mouth, sketching rapidly with knitted brows. He rose hastily when he saw who his visitor was.

"You will think it strange of me bursting in upon you like this," Mary remarked, "but I thought you wouldn't mind my looking in for a chat."

The young man found her a chair and struggled into his coat simultaneously. Mary Tiller sat down.

"I suppose it isn't quite conventional and all that," she went on, "but I understand we are both dwellers in Bohemia. So it doesn't matter."

"It's very good of you," he answered in some embarrassment.

She looked at him with her clear grey eyes. "You are an artist, aren't you?" she asked.

"I do a little in black and white," he admitted.

She regarded him kindly. "It's pretty hard to get on, isn't it?"

"Very," he answered.

"I have been through all you are going through, in very much the same way, I expect," she continued. "Perhaps as I am so much older than you, I may be able to advise you."

"You write, don't you?" she asked.

She nodded. "Yes, I write."

There was a light pause. "I wonder if you would let me look at some of your work," she said at length. The table was littered with sketches. "May I look at these?"

"Certainly," he replied. "I'm afraid they are not very good. I am sick of turning out work which never seems to go off my hands."

He went and fetched another handful of sketches, and put them before her, standing behind her chair while she went slowly through the little bundle.

When she came to the last she turned to him. "They are good, I think," she said briefly.

"I am not an expert, but they strike me as first rate."

His face glowed. "These are the first words of praise I have heard since I came to London."

"Give me a half a dozen of your sketches," said Mary. "I may be able to get you a job. The man who did the illustrations for the *Heath's Novelties* died last week, and I don't think his place is permanently filled."

"It is exceedingly good of you," he began.

"Don't thank me," she said hastily. "You may not care about the work. I expect the pay is pretty poor, and it isn't high class work."

"Oh, no. I shan't despise anything," he replied, confidently. "It can't be worse than

the sort of trash I have been doing for the *Half-pennyester*. It caters for errand boys, I think."

Mary laughed. "And my work is for literary men. That is a kind of sympathy at any rate." She took the sketches he had selected, and turned them over. "You will get on it is only a question of time."

She rose and held out her hand. "Good night, Mr. Durrant; keep a good heart."

He opened the door for her, and she went out. On the landing she turned.

"If you look into my room to-morrow evening, I will tell you the result of my interview with the *Heath's* people."

The next evening young Durrant knocked at Miss Tiller's parlour door, and was admitted. He was a little shy at first, but shyness sat out ungracefully upon him. He was certainly good-looking, with a boyish frankness it was difficult to resist.

Mary made him sit down. She had on her Sunday blouse, but that was no doubt a coincidence.

"I've good news for you," she said. "The *Heath's* people want you to illustrate a number on trial. She picked up a bulky manuscript. "It is some of my rubbish you have to start on."

He regarded her with obvious gratitude in his eyes. "Thank you," he replied simply. "I'll put my best work into it, because it is your story."

She laughed. "Don't do that, or you won't have a chance. You mustn't do good work—you must forget all you know about anatomy. The girls' waists must be abnormally small, the men's shoulders ridiculously broad. Neither man nor woman must have feet in any degree proportionate to their bodies, and you must not forget to give the hero a lovely moustache."

"Really!" he said, rather bewildered.

She went to a corner and fetched a heap of black numbers, and together they went through the bundle, laughing at the absurdity of the drawings and of the letterpress beneath.

"And what is my text?" he asked.

She thought. Picking up the manuscript, she ran through its pages.

"This might do for the frontispiece. 'Lord Alfrick started back, as if by magic, from her bosom a dagger. Stand back, my lord,' she cried, 'unless the next moment is to be your last!'"

"It is certainly very dramatic," said Durrant, struggling to retain his laughter.

"Very," assented Mary, dryly. "And this might do for the centre page. 'I have always loved you,' she said, burying her blushing face on his breast." She pitched the manuscript on one side.

"There, you needn't bother to read the story," Lord Alfrick is a villain. Durrant turned her back a strange custom for a governess, when one comes to think of it, and the other man is the hero, with a moustache, of course, and he proposes in an orchard."

"If I may, I will look in to-morrow and shew you my drawing," said Durrant rising.

She nodded brightly. When he had gone, she sat late staring in to the dying fire.

Soon, very soon, an evening visit became a fixed institution. Mary was able to assist Durrant to a small extent. But the time so came when he began to secure work on a higher plane. She had believed in his merit from the first, and now that others were finding it out, she felt as pleased as if the success had been purely personal.

But success did not come to him all at once, and in the meantime the friendship of the two steadily increased.

One evening, some months later, Durrant came into her room with elation visible on his face.

"I see you have good news," Mary said.

"I have indeed. He sat down in his usual chair, with eyes that sparkled.

"Go on," she said.

"Perhaps it won't lead to much, but—"

"Oh, yes, it will lead to a great deal. Only what is it?"

"You know Egerton Moore?"

"Of course," Moore was a star in the journalistic heavens of the first magnitude.

He was some of my work somewhere, and was struck by it. He has asked me to illustrate one of the articles he is doing for the *Daily Illustrated* in the series *London by Night*."

"Good indeed!" she cried. "My dear boy, you are getting on."

"I may not satisfy him," he replied, with that feigning of despondency with which the young veil their assurance of success.

"Nonsense!"

"I am to go down to some Jewish play in Whitechapel to-night," he went on. "We are to work together. The things that strike him, he wants to strike me in the same way."

She looked at him thoughtfully. "He thinks perhaps you may not quite grasp his point of view?"

He got up and stood with his back to the fire. "I am going to do what I can, at any rate. I bought some of his books this morning, and have been 'mugging' them up. I think I understand the way he regards life. The question is whether I can put it into line."

Mary Tiller looked him out a cup of coffee.

"I wonder if you know how much you have helped me," he continued.

"I am glad," she murmured.

"If I were only sure—sure that I were on the road to success, I would say more, much more."

Her colour deepened. Her woman's instinct warned her that danger lay ahead. Her fingers tightened on the saucer, as she handed it for so felt it was a safeguard.

"Success means hard work," she went on, assuming her old sisterly tone, yet a little ashamed of the platitudes.

"I am prepared to work hard," he answered eagerly. "Is that all it means?"

"I cannot tell what success means to you," she answered. "Everyone has a different interpretation."

He was silent, and then a flush rose to his brow. "To me, success means money enough for two. The words were simple words, but the cup commenced to tremble in its saucer. She raised her eyes slowly, and tried to smile, but there was consternation in her heart.

"What do you mean?" she asked.

"You surely guess."

"I do not guess," she answered steadily.

"Supposing I were to tell you that I loved someone—someone who had a sufficient income—I who have to struggle to pay my weekly bill. No man in my position could ask that someone to marry him. Could he?"

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Hongkong, 16th September, 1899. [1809]

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N. INUZUKA, Manager.
Hongkong, 1st August, 1901. [1331]

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VESSELS ADVERTISED AS LOADING.

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	MASSILIA	Brit. str.	2 m.	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LONDON	DOVER	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th September.
LIVERPOOL DIRECT	ORQUESTES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
HAVRE, via Ports of Call.	PRINCESS IRENE	Ger. str.	2 m.	P. Weidman	MELCHERS & CO.	About 15th September.
MARSEILLES, LONDON & ANTWERP, via SUEZ, &c.	BINGO MARU	Jap. str.	2 m.	F. P. Martin, R.N.R.	P. & O. S. N. Co.	On 5th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP, via SUEZ, &c.	TAMBA MARU	Jap. str.	2 m.	F. P. Martin, R.N.R.	NIPPON YUSEN KAISHA	About 7th September.
HAVRE & HAMBURG	SIDELIA	Ger. str.	2 m.	J. W. Wale	HAMBURG-AMERIKA LINIE	On 6th Sept., at Daylight.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 20th Sept., at Daylight.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th September.
HAVRE & HAMBURG	KOENIGSBERG	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 20th September.
HAVRE & HAMBURG	HAMBURG	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK via SUEZ CANAL	JUPITER	Brit. str.	2 m.	Jacobs	DODWELL & CO. LIMITED	On 19th October.
NEW YORK via SUEZ CANAL	ATLANTA	Amr. ship	2 m.	Kendall	SHAW, TOMES & CO.	About 21st inst.
NEW YORK	L. F. CHAPMAN	Amr. ship	2 m.		CARLOWITZ & CO.	On or about 10th Sept.
NEW YORK	ARAGONIA	Amr. ship	2 m.		ARNOLD, KAMBERG & CO.	Quick despatch.
NEW YORK	MANUEL LLAGUNA	Brit. str.	2 m.	P. Marshall, R.N.R.	HAMBURG-AMERIKA LINIE	On 7th September.
NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	H. Mowatt	SHAW, TOMES & CO.	On or about 25th Oct.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	W. Watt	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	BRADMAN	Jap. str.	2 m.	J. W. Ekstrand	DODWELL & CO. LIMITED	On 4th September.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 3rd Sept.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIOTEN MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ANDALUSIA	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 16th Sept., at 4 p.m.
PORTLAND (O.)	PICH	Amr. str.	2 m.		ALLAN CAMERON	On or about 10th September.
SAN FRANCISCO via SHANGHAI, &c.	CHARLES CITY	Brit. str.	2 m.		TOYO KISEN KAISHA	On 17th Sept., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	EASTERN	Brit. str.	2 m.		PACIFIC MAIL S. S. CO.	On 31st inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 5th Sept., at Noon.
AUSTRALIAN PORTS	CANTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	KANSE	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 27th Sept., at 4 p.m.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	HAKATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 9th September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	AWA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	YAMATO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	TIENSIN	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 13th Sept., at Daylight.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	DAIPHNE	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 27th Sept., at Noon.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	KAGOSHIMA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th Sept., at Noon.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	NANCHANG	Brit. str.	2 m.	Schipper	BUTTERFIELD & SWIRE	On 3rd September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	FOOCHOW	Brit. str.	2 m.	K. Kori	SIEMSEN & CO.	On 10th Sept., at Noon.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	CHANGSHA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 31st inst.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	CHUSAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	PROTECTOR	Brit. str.	2 m.	K. Suzuki	MTSUI BUSSAN KAISHA	On 11th Sept., at Daylight.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	KIUKANG	Jap. str.	2 m.	S. Asami	MTSUI BUSSAN KAISHA	On 1st September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	MAIDZURU MARU	Jap. str.	2 m.	T. Orita	MTSUI BUSSAN KAISHA	On 1st September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	DAIPHNE	Jap. str.	2 m.	Edwards	DOUGLAS LARSEN & CO.	To-morrow, at 11 a.m.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	DAIPHNE	Jap. str.	2 m.	J. Rattenbury	SHAW, TOMES & CO.	To-morrow, at 5 p.m.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	DIAMANTE	Brit. str.	2 m.	Rolfe	JARDINE, MATHESON & CO.	On 30th inst., at 4 p.m.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	YUENSAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th September.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	TAIWAN	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 13th Sept., at Noon.
YOKOHAMA via SHANGHAI, NAGASAKI & KOBE	MIKE MARU	Jap. str.	2 m.			

SHIPPING.

ARRIVAL.
Aug. 27, DAPHNE, German steamer, 1,291, E. Sommer, Nagasaki 21st August.—SIEMSEN & CO.
Aug. 27, SUEZ, German str., 780, Jesson, Canton 27th August, General.—SIEMSEN & CO.
Aug. 27, KATSUJIMA MARU, Jap. str., 1,069, Hayashi, Canton 27th August, General.—SIEMSEN & CO.
Aug. 27, HAKATA MARU, Jap. str., 3,816, F. L. Sommer, London 19th July and Singapore 22nd August, General.—NIPPON YUSEN KAISHA.
Aug. 27, HIPSAN, British str., 1,040, Murray Crockett, Moji 21st August, Coal.—JARDINE, MATHESON & CO.

CLEARANCES.

As per Harbour Master's Office.
Formosa, British str., for Shanghai.
Fushun, British str., for Shanghai.
Hsiching, British str., for Shanghai.
Mansu, British str., for Sandakan.
Nansu, British str., for Shanghai.
Tungshu, British str., for Hongkong.
Nanchang, British str., for Canton.
Alexandra, German str., for Singapore.
Hailan, French str., for Pakhoi.

DEPARTURES.

27th August.
RAJAH, British transport, for Takau.
NURANI, British transport, for Calcutta.
SUKHARA, British transport, for Takau.
ILTS, German gunboat, for Swatow & Amoy.
Formosa, British str., for Shanghai.
Fushun, British str., for Shanghai.
Mansu, British str., for Sandakan.
Nansu, British str., for Shanghai.
Tungshu, British str., for Hongkong.
Nanchang, British str., for Canton.
Alexandra, German str., for Hamburg.
Hailan, French str., for Pakhoi.
INDEPENDENT, German str., for Chifoo.

VESSELS IN DOCK.

27th August.
ABERDEEN DOCKS.—Canton River, Victoria.
Salad, Georges Valentine, Colaba Barrill.
COSMOPOLITAN DOCK.—Peru.

SHIPPING REPORT.

The British steamer Hipsan, from Moji 21st August, had calm and light air to south point of Gots Island. To Heachou fresh N. to E. wind with high S.E. swell; fine weather and smooth sea to port.

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Captain J. Rattenbury, will be despatched above to MORROW, the 29th instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
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Hongkong, 27th August, 1901. [2183]

REGULAR STEAMSHIP SERVICE TO NEW YORK
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"JUPITER" 31st August.
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For Freight and further information, apply to
DODWELL & CO. LD.,
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Hongkong, 28th August, 1901. [1739]

VESSELS ON THE BERTH

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JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th August, 1901. [2170]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 31st August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

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For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 19th August, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DALIN MARU,"
Captain T. Orita, will be despatched for the above ports on SUNDAY, the 1st September.

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THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th August, 1901. [17]

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship

"DAPHNE,"
Captain Schipper, will be despatched for the above ports on TUESDAY, the 3rd September, at Noon.

For Freight, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 24th August, 1901. [2160]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 4th September.

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Agents.
Hongkong, 24th August, 1901. [18]

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PROPOSED SAILINGS FROM HONGKONG.
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"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
"ATHENIAN" 3,882 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept. 1901
"EMPEROR OF JAPAN" Comdr. H. P. Marshall, R.N.R. WEDNESDAY, 25th Sept. 1901
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901
"EMPEROR OF RUSSIA" Comdr. E. Beetham, R.N.R. WEDNESDAY, 30th Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomats, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
Feeder's Street.
Hongkong, 8th August, 1901. [19]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE & HAMBURG	On 5th Sept.
ARAGONIA	(Calling at Singapore and Colombo)	On 7th Sept.
ANDALUSIA	NEW YORK via SUEZ CANAL	On 21st Sept.
ARABIA	HAVRE & HAMBURG	On 5th Oct.
KOENIGSBERG	(Calling at Singapore and Penang)	On 10th Oct.
HAMBURG	HAVRE & HAMBURG	On 2nd Nov.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 24th August, 1901. [1051]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th Aug., at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd Sept., at 4 p.m.
BINGO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th Sept., at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon.
K. Kori	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight.
AWA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon.
MIKE MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 16th Sept., at 4 p.m.
RIOTEN MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 20th Sept., at Daylight.
O. Ohno	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon.
TAMBA MARU	HAMA	FRIDAY, 27th Sept., at Daylight.
YAWATA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight.
ISABA MARU	(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 27th Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 24th August, 1901. [11]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
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BRANMAR 3,601 W. Watt September 3rd
DUKE OF FIFE 3,821 J. E. Cox September 10th
OLYMPIA 2,837 J. Bainbridge October 1st
VICTORIA 3,502 J. Panton October 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.
Excellent accommodation. First-class Table. Doctor and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DRYA and ST. MICHAEL.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUWZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and Baltic Ports.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO can be TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY
BAYERN	WEDNESDAY
STUTTGART	WEDNESDAY
KONIG ALBERT	WEDNESDAY
PRINZESS IRENE	WEDNESDAY
PRINZ ERNST	WEDNESDAY
PREUSSEN	WEDNESDAY
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY
SACHSEN	WEDNESDAY

ON THURSDAY, the 5th day of September, 1901, at Noon, the STEAMER IRENE, of the HAMBURG-AMERICA LINE, Captain P. Wotting, will leave for HAMBURG, BREITENBURG, and CARGO, will leave this Port as above.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 5th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.
(Taking Cargo at London Rates)		
The S.S. "TYDEUS" left Singapore on the 23rd inst., a.m., and is due in Hongkong on the 28th inst., a.m.		
For Freight, apply to		
BUTTERFIELD & SWIRE,		
AGENTS O. S. S. Co.		
Hongkong, 17th August, 1901.		

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI		
STEAMERS	TO SAIL	
"CHANGSHA"	On 30th August.	
"KIUKIANG"	On 31st August.	
"NANCHANG"	On 31st August.	
"KANSU"	On 31st August.	
"FOOCHOW"	On 3rd September.	
"TIENTSIN"	On 3rd September.	
"TAIYUAN"	On 10th September.	
"TAIYUAN"	On 16th September.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EASTERN"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th August, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship
"INDRAVELLI"
will be despatched for Portland (Or.) on or about 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.

Hongkong, 23rd August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ATAKA"
will be despatched for the above port on or about 10th September.

To be followed by the Steamship
"ANAPA"
about 15th October, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 16th August, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in connection with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK;
To the Agents of the Company at Japan, China, Philippines and Straits;
FRANK WATKINS & CO., General Western Agents, SEATTLE, or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 25th July, 1901.

FOR NEW YORK.

THE 3/3 A.I. American ship
"MANUEL LLAGUNA"
will load during September and October, sailing about 26th October.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 22nd Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing: Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1901.

GEO. ECKLEY,
ACTING AGENT.

S.S. "PROTECTOR."

THE above Steamer will load for the following ports, and will have quick despatch: SHANGHAI, CHEFOO, and YOKOHAMA. TOCK also FROST ARTHUR if sufficient inducement offered.

For Freight, &c., apply to
SHEWAN TOMES & CO.,
Hongkong, 26th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN, PORTS AND HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 15th Sept.

S.S. "STRAIGHTWAY" On 15th Oct.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 28th August, 1901.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR NEW YORK.

THE 3/3 A.I. American ship
"L. SCHEPP"
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July 1901.

FOR NEW YORK.

THE 3/3 A.I. American ship
"I. F. CHAPMAN"
having arrived is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 12th August, 1901.

HONGKONG STEAMERS.

Ailsa Craig, Brit. str., 1,200, Robertson, Aug. 26.

M. B. Kaisha, Anping Maru, Jap. str., 1,058, Atsumi, Aug. 24.

Mitsui Bussan Kaisha, Ariake Maru, Jap. str., 2,193, Susuki, Aug. 26.

M. B. Kaisha, Athenian, British str., 2,440, Mowatt, Aug. 23.

C. P. R. Co, Braemar, British str., 2,316, Watt, Aug. 26.

Dodwell & Co. Limited, Clara, German str., 675, Ullrup, Aug. 26.

Lehman & Co, Crown of Arragon, British str., 1,474, Dorward, Aug. 20.

Gilman & Co, Daigi Maru, Jap. str., 880, Kitano, Aug. 26.

M. B. Kaisha, Daphne, German str., 1,290, Schipper, Aug. 27.

Siemssen & Co, Diamante, British str., 1,254, Rattenbury, Aug. 26.

Shewan, Tomes & Co, Empress of India, British str., 3,000, Marshall, Aug. 20.

C. P. R. Co, Kaga Maru, Jap. str., 3,450, Ekstrand, Aug. 24.

Nippon Yusen Kaisha, Hakata Maru, Jap. str., 3,816, Sommer, Aug. 27.

Nippon Yusen Kaisha, Hanoi, French steamer, 768, Merlees, Aug. 26.

A. R. Marty, Hipsang, British str., 1,040, Crockett, Aug. 27.

Jardine, Matheson & Co, Katsuyama Maru, Jap. str., 405, Hayashi, Aug. 24.

24 Chinese, Loosok, German str., 1,020, Fuchs, Aug. 21.

Butterfield & Swire, Onang, British str., 1,767, Davis, Aug. 16.

Jardine, Matheson & Co, Fern, American steamer, 3,538, August 23.

P. M. S. S. Co, Phra C. C. Kiao, German str., 1,012, Unsworth, Aug. 25.

Butterfield & Swire, Phranang, German str., 1,200, Calder, Aug. 26.

Melchers & Co, Pronto, German str., 632, Grandt, May 29.

Siemssen & Co, Protector, Norw. str., 1,669, Thorsenssen, Aug. 23.

Shewan, Tomes & Co, Rem, Norw. str., 725, Hans Olson, Aug. 23.

Sullberg, German str., 762, Jenson, Aug. 24.	Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei.
Siemssen & Co, Tallo, German steamer, 828, Calender, Aug. 26.	Plover, gunboat, 433 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kuliang.
Meyer & Co, Takasag, British str., 977, Baker, Aug. 26.	Rambler, surveying ship, 583 tons, Capt. Morris H. Smyth, at Hongkong.
Jardine, Matheson & Co, Tootan, American str., 956, Blothen, Aug. 25.	Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kuliang.
Douglas Laing & Co, Trigonia, British str., 1,069, Powell, Aug. 21.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River.
Arnold, KARBURG & CO, Victoria, American str., 2,112, Panton, Aug. 1.	Rosario, sloop, 690 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore.
Dodwell & Co. Limited, Wongkol, German str., 1,103, Hartling, Aug. 24.	Sandpiper, river gunboat, 80 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River.
Butterfield & Swire, Yuenang, British str., 1,128, Rolfe, Aug. 23.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgely, at Shanghai.
Jardine, Matheson & Co, SAILING VESSELS.	Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong.
Brizeux, French ship, 1,400, Gourio, Aug. 7.	Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong.
Order	Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama.
Celeste Burrill, British ship, 1,764, Jeffry, May 29, Order.	Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.
Francois Coppol, French barque, 1,726, Donet, Geo. Valentino, Fron. bark, 766, Harbert, Aug. 23, Order.	Terrile, 1st class cruiser, 14,290 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.
Holliswood, Amr. bark, 1,084, Knight, June 14, Order.	Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve, at Hongkong.
I. F. Chapman, Amr. ship, 2,013, Chapman, Aug. 10, Arnold, KARBURG & CO, Launberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.	Wat-ritch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. O. Lys, at Hongkong.
L. Schepp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co.	Wivern, const. de forces ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.
Manuel Llaguna, Amr. ship, 1,350, Nicholls, June 30, Standard Oil Co.	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 500 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei.
M. de Villars, French bark, 1,171, Bional, May 31, E. A. Trading Co. Limited.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. W. E. Watson, at Wessing.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Haikow.
Susquehanna, Amr. ship, 2,530, Bailey, July 25, Order.	

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Wessing.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.

Astrea, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 3,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Wessing.

Bartholomew, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Wherrunder, at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Wessing.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Haikow.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Parkinham, at Amoy.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tiliard, at Hongkong.

Edinburgh, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty, Pownall, at Canton.

Glory, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei.

Gotha, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hummer, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai.

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

Kinsara, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Wessing.

Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Marshall, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong.

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Canton.

